AMENDMENTS TO THE CLAIMS

1. (Currently Amended) A vehicle comprising

a passenger compartment having a steering wheel operated by the driver to steer the vehicle;

a central control unit which supervises operation of active components of the vehicle, and modifies the operating parameters of the active components to modify the dynamic performance of the vehicle; and

a selection device which is located inside the passenger compartment of the vehicle, ~~and~~ is operated by the driver to transmit a selected dynamic performance of the vehicle to the central control ~~unit; the vehicle is characterized in that the selection device;~~ unit, and comprises a switch fitted to the steering wheel of the vehicle and rotatable between at least four different positions, each corresponding to a respective dynamic performance of the vehicle;

wherein the switch can be rotated into a first position wherein the dynamic performance of the vehicle is set to drive on low-grip road surfaces, a second position wherein the dynamic performance of the vehicle is set to drive on low-grip road surfaces in sport driving mode, a third position wherein the dynamic performance of the vehicle is set to drive on firm-grip road surfaces in sport driving mode, and a fourth position wherein the dynamic performance of the vehicle is set to drive in safe conditions in touring driving ~~mode.~~ mode; and

wherein the switch can be set to a fifth position wherein the dynamic performance of the vehicle is set to track racing mode which disables the electronic driver-aid devices.

Claim 2 (Cancelled)

3. (Currently Amended) A vehicle as claimed in ~~Claim 2,~~ Claim 1, and comprising electronic driver-aid devices which are disabled when the switch is set to the fifth position.

4. (Currently Amended) A vehicle as claimed in ~~Claim 2,~~ Claim 1, wherein the switch can only be set to the fifth position from the third position by moving the switch linearly into a control position, from which the switch returns automatically into the third position; the dynamic performance of the vehicle being set according to the angular position of the switch once the engine of the vehicle is turned off.

5. (Previously Presented) A vehicle as claimed in Claim 1, wherein, to modify the dynamic performance of the vehicle, the central control unit acts on a servocontrol of a gearbox, on an electronic control controlling the lock percentage of a self-locking differential, on an electronic control controlling suspension response, on an electronic control controlling the stability of the vehicle, and on an electronic control controlling drive and response of the engine.

6. (Previously Presented) A vehicle as claimed in Claim 5, wherein, in the first position, the performance of the engine, the servocontrol of the gearbox, and the electronic control controlling the lock percentage of the self-locking differential are set for low-grip operation, while the electronic control controlling suspension response, and the electronic control controlling the stability of the vehicle are set for normal operation; in the second position, the performance of the engine, the electronic control controlling suspension response, and the electronic control controlling the lock percentage of the differential are set for normal operation, while the servocontrol of the gearbox, and the electronic control controlling the stability of the vehicle are set for sport operation; in the third position, the performance of the engine, the electronic control controlling suspension response, the electronic control controlling the lock percentage, the servocontrol of the gearbox, and the electronic control controlling the stability of

the vehicle are set for sport operation; and, in the fourth position, the performance of the engine, the electronic control controlling suspension response, the electronic control controlling the lock percentage, the servocontrol of the gearbox, and the electronic control controlling the stability of the vehicle are set for normal operation.

7. (Previously Presented) A vehicle as claimed in Claim 1, wherein the steering wheel has a recessed seat housing the switch.

8. (Previously Presented) A vehicle as claimed in Claim 7, wherein a cover is provided, and is hinged to the steering wheel to close the seat of the switch.

9. (Previously Presented) A vehicle as claimed in Claim 1, wherein the switch is mounted to slide axially in opposition to elastic means, and is pressed by a user to command performance by the central control unit of a racing-start procedure, if the vehicle is stationary when the switch is pressed.

10. (Previously Presented) A vehicle as claimed in Claim 9, wherein the switch may be rotated into a first position wherein the dynamic performance of the vehicle is set to drive on low-grip road surfaces, a second position wherein the dynamic performance of the vehicle is set to drive on low-grip road surfaces in sport driving mode, a third position wherein the dynamic performance of the vehicle is set to drive on normal-grip road surfaces in sport driving mode, and a fourth position wherein the dynamic performance of the vehicle is set to drive in safe conditions in touring driving mode; the racing-start procedure only being performed if, when the switch is pressed, the switch is in the second or third position.

11. (Currently Amended) A vehicle comprising

a passenger compartment having a steering wheel operated by the driver to steer the vehicle;

a central control unit which supervises operation of active components of the vehicle, and modifies the operating parameters of the active components to modify the dynamic performance of the vehicle; and

a selection device which is located inside the passenger compartment of the vehicle, and is operated by the driver to transmit a selected dynamic performance of the vehicle to the central control ~~unit; the vehicle is characterized in that the selection device~~ unit, and comprises a switch fitted to the steering wheel of the vehicle and rotatable between at least four different positions, each corresponding to a respective dynamic performance of the vehicle;

wherein the switch is mounted to slide axially in opposition to elastic means, and is pressed by a user to command performance by the central control unit of a racing-start procedure, if the vehicle is stationary when the switch is pressed.

12. (Previously Presented) A vehicle as claimed in Claim 11, wherein the switch may be rotated into a first position wherein the dynamic performance of the vehicle is set to drive on low-grip road surfaces, a second position wherein the dynamic performance of the vehicle is set to drive on low-grip road surfaces in sport driving mode, a third position wherein the dynamic performance of the vehicle is set to drive on normal-grip road surfaces in sport driving mode, and a fourth position wherein the dynamic performance of the vehicle is set to drive in safe conditions in touring driving mode; the racing-start procedure only being performed if, when the switch is pressed, the switch is in the second or third position.

13. (Previously Presented) A vehicle as claimed in Claim 12, wherein the steering wheel has a recessed seat housing the switch.

14. (Previously Presented) A vehicle as claimed in Claim 13, wherein a cover is provided, and is hinged to the steering wheel to close the seat of the switch.

15. (New) A vehicle comprising

a passenger compartment having a steering wheel operated by the driver to steer the vehicle;

a central control unit which supervises operation of active components of the vehicle, and modifies the operating parameters of the active components to modify the dynamic performance of the vehicle; and

a selection device which is located inside the passenger compartment of the vehicle, and is operated by the driver to transmit a selected dynamic performance of the vehicle to the central control unit, and comprises a switch fitted to the steering wheel of the vehicle and rotatable between at least four different positions, each corresponding to a respective dynamic performance of the vehicle;

wherein the switch can be rotated into a first position wherein the dynamic performance of the vehicle is set to drive on low-grip road surfaces, a second position wherein the dynamic performance of the vehicle is set to drive on low-grip road surfaces in sport driving mode, a third position wherein the dynamic performance of the vehicle is set to drive on firm-grip road surfaces in sport driving mode, and a fourth position wherein the dynamic performance of the vehicle is set to drive in safe conditions in touring driving mode; and

wherein the switch can be set to a fifth position wherein the dynamic performance of the vehicle is set to track racing mode and the switch can only be set to the fifth position from the third position by moving the switch linearly into a control position, from which the switch

returns automatically into the third position; the dynamic performance of the vehicle being set according to the angular position of the switch once the engine of the vehicle is turned off.

16. (New) A vehicle as claimed in claim 15, and comprising electronic driver-aid devices which are disabled when the switch is set to the fifth position.

17. (New) A vehicle comprising

a passenger compartment having a steering wheel operated by the driver to steer the vehicle;

a central control unit which supervises operation of active components of the vehicle, and modifies the operating parameters of the active components to modify the dynamic performance of the vehicle; and

a selection device which is located inside the passenger compartment of the vehicle, and is operated by the driver to transmit a selected dynamic performance of the vehicle to the central control unit, and comprises a switch fitted to the steering wheel of the vehicle and rotatable between at least four different positions, each corresponding to a respective dynamic performance of the vehicle;

wherein the switch can be rotated into a first position wherein the dynamic performance of the vehicle is set to drive on low-grip road surfaces, a second position wherein the dynamic performance of the vehicle is set to drive on low-grip road surfaces in sport driving mode, a third position wherein the dynamic performance of the vehicle is set to drive on firm-grip road surfaces in sport driving mode, and a fourth position wherein the dynamic performance of the vehicle is set to drive in safe conditions in touring driving mode;

wherein, to modify the dynamic performance of the vehicle, the central control unit acts on a servocontrol of a gearbox, on an electronic control controlling the lock percentage of a self-locking differential, on an electronic control controlling suspension response, on an electronic control controlling the stability of the vehicle, and on an electronic control controlling drive and response of the engine; and

wherein, in the first position, the performance of the engine, the servocontrol of the gearbox, and the electronic control controlling the lock percentage of the self-locking differential are set for low-grip operation, while the electronic control controlling suspension response, and the electronic control controlling the stability of the vehicle are set for normal operation; in the second position, the performance of the engine, the electronic control controlling suspension response, and the electronic control controlling the lock percentage of the differential are set for normal operation, while the servocontrol of the gearbox, and the electronic control controlling the stability of the vehicle are set for sport operation; in the third position, the performance of the engine, the electronic control controlling suspension response, the electronic control controlling the lock percentage, the servocontrol of the gearbox, and the electronic control controlling the stability of the vehicle are set for sport operation; and, in the fourth position, the performance of the engine the electronic control controlling suspension response, the electronic control controlling the lock percentage, the servocontrol of the gearbox, and the electronic control controlling the stability of the vehicle are set for normal operation.